

## **Access Road**

### **Description**

Access roads are graveled areas or pads which allow construction equipment and workers to enter and leave the work site from a public right-of-way, street, alley, sidewalk or parking area. This practice provides for the delivery and removal of construction equipment and materials in a manner which will protect vegetative cover, prevent erosion, and protect water quality. Access roads should be used on all construction sites and in forestry and mining to allow the mud on tires to fall off onto the access road before vehicles enter the main (primary road). In urban and urbanizing areas, this practice may reduce the frequency in which street sweeping is done.

### **Other Terms Used to Describe**

Ingress Road  
Egress Road  
Driveway  
Haul Road  
Stabilized Construction Entrance

### **Pollutants Controlled and Impacts**

Access roads effectively confine construction equipment to one or more specific area(s), thereby minimizing the amount of vegetation disturbed and reducing the potential for soil erosion.

### **Application**

#### **Land Use**

Use anywhere equipment or vehicular access is necessary, including, but not limited to: transportation (highway construction, drain work); urban (private development, commercial and industrial development); forestlands (forest management,); mining (drilling and mining); and recreation (development of recreational facilities).

#### **Soil/Topography/Climate**

Access roads are particularly important in areas that have highly erodible soils, soft soils, or steep slopes, including areas subject to rainy conditions or heavy winds.

#### **When to Apply**

The location and construction of the access road should be determined during the planning stage of the project. Construction and stabilization of the access road should be completed prior to initiating construction on the project site.

#### **Where to Apply**

The road should be located in such a way that it can provide limited and confined access to any construction project. The road should *not* be placed in wetlands, flood plains, rivers, streams, or drains.

### **Relationship With Other BMPs**

Drainage from the road should be diverted to vegetated areas. (See Diversion BMP). Use Seeding and Mulching or Sodding if vegetation is needed alongside the road. Use Watercourse Crossings where access roads cross rivers or other water bodies.

### **Specifications**

#### **Planning Considerations:**

1. Select a site which provides for maximum use by all construction vehicles and equipment. Keep a natural Buffer/Filter Strip between the road and all watercourses and wetlands.
2. Determine soil types in the area selected for the access road and tailor the design to the soil type.
3. Access roads that lead to isolated project areas, such as drilling sites or mining activities, commonly cross streams or wetlands. State permits for these crossings will generally be needed, and special precautions may be required to be taken to protect the streams and wetlands.
4. Provide drainage adequate to carry water to a Sediment Basin or other suitable outlet.

#### **Design Considerations:**

The information below assumes that the access road will not be turned into a permanent secondary road upon completion of the rest of the project.

1. Roads which will be located in wetlands should be designed with no shoulders, to accommodate one-way traffic only, and have a minimum top width. Slopes should be 2:1.
2. Roads which will not impact wetlands should be designed based on the following specifications.
  - a. The road should be a minimum of 10 feet wide, or wide enough to accommodate the width of the largest piece of equipment. Design the road with no shoulders.
  - b. Side slopes should be 2:1 or less.
  - c. To be effective, the length of the aggregate portion of the road should not be less than 50 feet.
  - d. Except on single family resident lots, all other access roads should be underlain with geotextile fabric appropriate for the soil and drainage conditions. Geotextile material improves the stability of the road.

- e. Stone size should be 2 inches. Reclaimed or recycled concrete of an equivalent diameter may also be used.
- f. The road should consist of not less than 6 inches of the 2-inch aggregate. Aggregate should be placed in uniform, compacted layers of not more than 6 inches, nor less 3 inches.
- g. Where access to the construction site is limited in length (such as in urban areas), daily street sweeping may be needed to keep soil that is tracked onto primary roads from reaching sewers.

**Construction Considerations:**

- 1. Remove and dispose of all unwanted trees and other vegetation from the area and grade according to Grading Practices specifications.
- 2. Apply geotextile fabric.
- 3. Apply the stone and compact it.

**After Construction:**

If the mud and soil attached to truck tires does not fall off onto the gravel, truck tires should be washed on an area stabilized with crushed stone. The wash area should drain into a Sediment Basin or other suitable outlet. Wash racks may also be used.

**Maintenance**

Proper maintenance may include adding additional layers of stone when the original stone becomes covered with mud. After each storm event, inspect the road for erosion and make any necessary repairs. It is also important to check and maintain any BMPs which are used in conjunction with this BMP, especially those for drainage. All sediment dropped or eroded onto public rights-of-way should be removed immediately by sweeping.

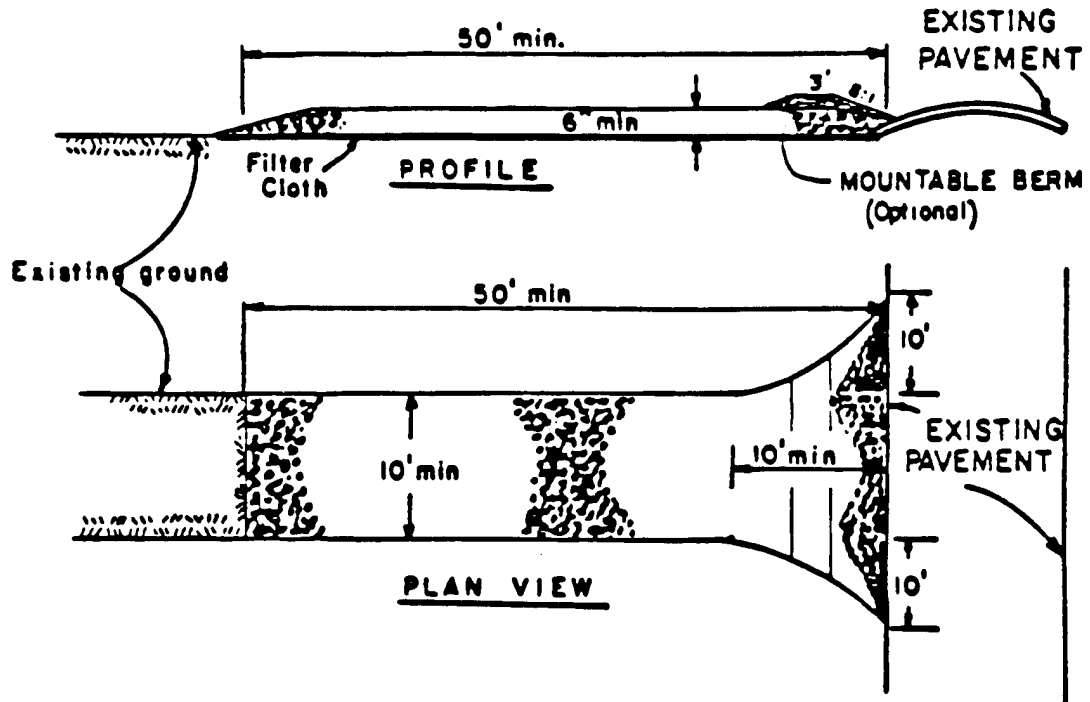
**Exhibits**

Exhibit 1: Stabilized Construction Entrance. USDA, Soil Conservation Service, College Park, Maryland.

Exhibit 1

Access Road

not to scale



Source: Modified from USDA, Soil Conservation Service, College Park, MD.